

Big Stories Lurk in MARAD's Data Files

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There is a wealth of hidden treasures in the marine transportation data resources, which are available in MARAD's Office of Data and Economic Analysis. All of the detailed data files have marine transportation stories. For example:

OPA-90 Double-Hull Stories: In 2005, 79 percent of U.S. tanker calls at U.S. ports had double hulls, up from 51 percent five years ago. As of year-end 2005, world orders for double-hull tankers stood at 25 percent of the existing fleet. If just 80 percent of these replace single-hull tankers, the double hulling of the world tanker fleet will be complete by 2008, two years ahead of the OPA-90 deadline with obvious environmental benefits. See *OPA-related statistics* at www.marad.dot.gov/marad_statistics; and/or *Clarksons Fleets* and *U.S. Vessel Calls* detailed data files.



OPA 90 compliant double-hull tanker.

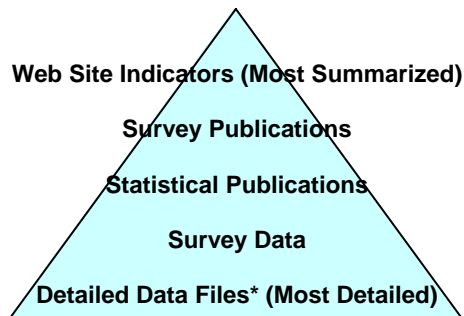
Photo courtesy of Maersk

Containership Stories: Containership capacity calling at U.S. ports increased by 33 percent over the last five years. About half of the increase has taken place over the last two years as carriers replaced round-the-world and tricontinental services with traditional end-to-end services; for example, Far East/U.S. West Coast and Europe/U.S. East Coast instead of Far East/Europe/U.S. services. The advantages are faster transits, higher frequency of calls and more ship capacity dedicated to U.S. trades. See *U.S. Vessel Calls* at www.marad.dot.gov/marad_statistics, and/or *U.S. Vessel Calls and MDS-Transmodal Containerships* detail files.

Great Lakes Stories: The U.S.-flag Great Lakes carriers move coal, iron ore, limestone and other bulk materials between Great Lakes ports. In the fall of 2005, MARAD's Office of Data and Economic Analysis surveyed the carriers to learn more about Great Lakes bulk trades and the critical issues faced by the carriers. The survey documents one of the most important issues facing Great Lakes carriers: insufficient water depths at load and discharge ports. As a result, the carriers must light-load cargoes at a rate of about 3,000 tons per foot of lost draft. They can lose as much as 4.5 feet of draft or 13,500 cargo tons per call at major discharge ports. See *Survey of Great Lakes Operators* at www.marad.dot.gov/marad_statistics.

For more information on MARAD's Office of Data and Economic Analysis data resources, visit www.marad.dot.gov/marad_statistics and/or call Sheila Brown at (202) 366-5178 to sign up for Monday-morning tutorials.

MARAD's Office of Data and Economic Analysis Information Resources Pyramid



*The detailed data files are documented in the publication, *Marine Transportation Data Resources, 2005*.